



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*March 26, 2009
Agenda Item 6.3.1*

Date: March 11, 2009

To: CMA Board

From: Plans and Programs Committee

Subject: 2009 CMP Update: Review of Criteria for Adding CMP Roadways

Action Requested

It is recommended that the Board re-adopt the existing criteria for adding roadways to the Congestion Management Program (CMP) network and to perform a review of the criteria with reference to current land use and traffic pattern during the next 2011 CMP Update. Chapter 2-Designated Roadway System – of the CMP will be updated to reflect the re-adoption of the criteria.

Next Steps

Upon the approval by the CMA Board, Chapter 2-Designated Roadway System will be updated.

Discussion

The criteria for adding roadways, particularly for "Inclusion of Principal Arterials" to the CMP network is reviewed every four years. The criteria was last reviewed and adopted in 2005 with the subsequent review due in 2009 with the current CMP Update.

The CMP statute requires existing state highways be designated as part of the CMP system. However, they provide no guidance for which principal arterials should be included. After evaluating several possible methods, the 1991 CMP adopted an approach that provided for the systematic selection and inclusion of principal arterials based on the following criteria to establish the designated CMP roadway system:

All State Highways:

- If a route is relocated or removed from the State Highway System, it will be evaluated according to the principal arterial criteria to determine whether it should remain in the CMP system.

Inclusion of Principal Arterials:

- Must carry 30,000 vehicles per day (average daily traffic) for at least one mile;
- Must be a roadway with four or more lanes
- Must be a major cross-town connector, traversing from one side of town to the opposite side; and
- Must connect at both ends to another CMP route, unless the route terminates at a major activity center

Typically, the criteria for adding roadways will be reviewed in one CMP update and the adopted criteria will be applied to identify potential routes in the subsequent CMP update. The criteria that were re-adopted in 2005 were applied to the roadways in 2007. During the 2007 Update, the City of Oakland provided 24-hour traffic counts on Hegenberger Road, between I-880 and Doolittle Drive towards the Oakland Airport. This roadway segment was found to meet the Principal Arterial Criteria, and therefore was added to the CMP network.

Also, during the 2005 CMP Update, it was recommended that in view of the liability to remediate any LOS F condition for which no funding is available, until any additional funding or new financial sources become available, the current system of the jurisdictions proposing addition of new segments on a voluntary basis continue.

Recommendation

Regarding the validity of the existing criteria, it is still appropriate to identify a system that carries majority of the vehicle trips countywide, which is the central concept to the CMP legislation. Therefore, it is recommended that the existing criteria for adding roadways to the CMP network be readopted.

Plans and Programs Committee Recommendation

The Plans and Programs Committee in its meeting on March 9, 2009 recommended that the CMA Board re-adopt the existing criteria. The Committee further discussed and recommended that the criteria be next reviewed in 2011 keeping in view the change in land use and traffic pattern that occurred over the past nearly 20 years and their impacts on the roadway performance.